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**SUMMARY OF TELECONFERENCE MEETING #7  
TRANSPORTATION AND LAND USE TECHNICAL WORKING GROUP  
FEBRUARY 22, 2006**

**Attendance:**

1. Technical Working Group members:  
David Berry – Swift Transportation  
Diane Brown – Arizona Public Interest Research Group  
Jo Crumbaker (for Bob Kard) – Maricopa County Environmental Services  
Becky Daggett – Governor's Growing Smarter Council  
Rob Elliott – Arizona Raft Adventures  
Kirsten Engel – University of Arizona Law School  
Gina Grey – Western States Petroleum Association  
Willis Martin – Pulte Homes  
Karen O'Regan – City of Phoenix  
Bill Pfeifer – American Lung Association of Arizona  
George Seitts – Private Citizen  
Mohan Toopal (for Beverly Chenausky) – Arizona Dept of Transportation  
Duane Yantorno – Arizona Dept of Weights and Measures
2. ADEQ staff: Kurt Maurer, Lynn Ott
3. Center for Climate Strategies (CCS) staff: Karl Hausker, Maureen Mullen
4. Others attending: Gaye Knight and Noel Griesmsmann, City of Phoenix; John Hughes, Triadvocates

**Background documents:**

(all posted at <http://www.azclimatechange.us/template.cfm?FrontID=4672>)

1. Agenda
2. Summary of TLU TWG Call #6
3. Powerpoint presentation for meeting
4. List of Priority Options for Analysis
5. Draft Policy Options
6. TLU GHG Reduction Opportunities (policy matrix)

**Discussion items and key issues:**

1. General

- a. The summary from the Nov. 30, 2005 TLU call was reviewed and approved.
- b. Karl Hausker reviewed outcomes of the Dec. 12, 2005 CCAG meeting:
  - i. CCAG affirmed options that TLU TWG has identified as high priority for analysis.
  - ii. CCAG proposed two additional measures for analysis: fuels tax and heat island effects.
    - 1. Fuels Tax – Rob Elliot had raised this topic in the Dec. 12 CCAG meeting. Two elements for consideration: altering public behavior through disincentive of higher fuel prices, and using funds derived from the fuels tax to further additional GHG emission reduction efforts. After some discussion, it was agreed that CCS would present the CCAG the idea of developing this concept in a contextual sense as part of the report. The report should include wording indicating that price changes can have a direct correlation in altering the public’s behavior and that a state or national fuel tax could achieve altered behavior, although this may be politically imprudent.
    - 2. Heat Island Effects – Maureen Mullen suggested that this option be folded into the Smart Growth bundle of options.

2. Review of Draft Policy Options

- a. TLU #1 – California GHG Emission Standards
  - i. TWG agreed in concept to the draft as presented.
- b. TLU #2 – Smart Growth Bundle
  - i. Many of the concepts contained in the draft have been developed as part of the Governor’s Growing Smarter Oversight Council. Becky Daggett provided some background on the GSOC’s mission and status of efforts. The GSOC’s is currently working on developing principles that could be used as guidelines for smart growth throughout Arizona as recommendations to the Governor and are expected in late March.
  - ii. Karen O’Regan expressed that city of Phoenix has not had a chance to review description thoroughly but said she thinks it is heading the right direction. Staff will look closely at brownfield development language and offer comment. Gaye Knight urged ADEQ and Maricopa Association of Governments (MAG) be consulted for assistance with quantification of air quality benefits due to land use changes. Mohan Toopal said modeling has been done to support this effort.
  - iii. Duane Yantorno indicated that the small group noted some policies that may need to be moved from Medium to High priority for analysis. Karl asked Duane to send an email to him with specifics, adding that time may be a constraint as to how much work can be completed now.
- c. TLU #4 and #5 – Idling Measures
  - i. Maureen summarized the two idling measures (anti-idling enforcement and idle reduction technologies).

- ii. Diane expressed doubt that voluntary measures will not result in significant emissions reduction. She said she favors mandatory measures, even if there are fewer of them.
- iii. There was discussion about expanding education and outreach beyond private fleets to include the general public, and statewide application, as opposed to Maricopa County only.
- iv. Maureen agreed to send members a copy of the Maricopa County anti-idling regulation.
- v. The group agreed to the following changes to the idling measures:
  - 1. Expand TLU-5 to a statewide measure;
  - 2. Focus initial enforcement actions on government fleets;
  - 3. Include gasoline-powered vehicles in anti-idling ordinance;
  - 4. Expand outreach on TLU-4 to include the general public, making the public aware of the toxics, GHG, and fuel-saving benefits of eliminating idling on personal vehicles, as well as diesel trucks and buses; and
  - 5. Work on streamlining exemptions for TLU-5.
- d. TLU #6, #7 and #8 – Alternative Fuel-related Options
  - i. After some discussion, the TWG agreed that option #7 (Standards and Enforcement for Biofuels) should be retained as a High priority for analysis and further developed. However, the TWG decided to return option #6 (Biofuel Expansion) and option #8 (Promote Low-GHG Fuel for Private Fleets) to Medium priority because of the volume of conflicting views as to emission reduction potential and relative costs vs. benefits. No dissenting opinions to this recommendation were voiced.

#### **Next steps and agreements:**

1. CCS requested any additional edits to the draft policy options be provided as soon as possible for incorporation. CCS will redistribute the updated draft for TWG members to review. Documents need to be posted on the CCAG Web site by March 8 to allow CCAG members sufficient time to review before the March 17 CCAG meeting.
2. **Next TWG call** – Date and time will be decided. Likely will occur last week of March or first week of April.
3. **Next CCAG Meeting** – Friday, March 17, 2006 from 9:30 a.m. – 4 p.m. at Salt River Project Administration Building, 1521 N. Project Drive, Tempe.